



Chapter 932

Galt Traffic

Galt Airport, Greenwood, IL (10C)



The monthly newsletter from Galt Airport and EAA Chapter 932

November 2011

Picture of the Month



*A view of Mackinac Island, MI, from the cockpit of a Piper Turbo Saratoga.
Photograph by Chuck Berkebile.*

Editor's Note

You may have noticed that since last month there has been no AOPA Airport Support Network News column. Sadly, Scott Migaldi left Galt Airport and is no longer serving as our ASN Volunteer. If you know anyone who is interested in serving in the role of a dedicated advocate for Galt Airport and writing a monthly column on important issues facing general aviation, please have them contact Justin Cleland and myself to discuss.

Last month we incorrectly stated that there are no flying clubs at Galt. This month we address that error with an article on a new Galt Airport Flying club!

Beth Rehm
Editor

McHenry County's ONLY Flying Club

By Captain Chuck Berkebile

The last 11 years have been arguably the most challenging years in the aviation industry. The very freedom of general aviation as we know it is at risk. If you ask any pilot (or even a prospective pilot) about what is keeping them from pursuing an aircraft purchase or even joining a partnership, they will most likely cite cost as the major barrier to entry.

It is quite obvious that these hard economic times make it difficult to pursue and commit to any financial obligation such as aircraft ownership because it seems to be a luxury few are willing to spend.

Those who have an aircraft may not have the means to continually operate their own aircraft since the cost of maintenance along with the increase in fuel costs is just too much to bear alone.

Aircraft need to be flown; if an airplane just sits around without being used, it will be prone to maintenance issues related to non-use. This places a burden on the aircraft owner to fly frequently.

The owner then faces the difficult decision of whether to keep the aircraft or sell it. I know of a few owners who are teetering on selling his/her aircraft because of the fact that it just

"sits" around.

Those who do not own an aircraft or don't have access to one face issues of maintaining proficiency and a sense of purpose.

FBO's generally use their aircraft for flight training and it is difficult to rent an airplane for trips that may take the airplane out of base for several days unless you pay additional hours for the time the FBO loses. That multi-day trip to Mackinac Island, MI or Asheville, NC seems to be out of reach when you add it all up. Why fly at all if it's so expensive?

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I believe we need a new way of thinking when it comes to aircraft stewardship. I believe for us as a community of pilots at Galt airport, a new paradigm must be established that transcends conventional general aviation (GA) wisdom.

I have come to the realization that we *need each other* as pilots and mechanics to help each other defray the costs of flying our aircraft.

The bank notice in the window of the FBO reminds us that the current recessionary economic environment has shown up in our own backyard. We need to consider the financial viability of Galt Airport. The more we fly out of Galt, the more gas we buy from Galt, the better Galt's financial picture looks to the powers that be that will decide the fate of our airport.

Consider the following possibility. What if an A&P mechanic with a desire to fly decided to farm out some of his/her services to a given aircraft owner. The aircraft owner in turn, gives the mechanic a "credit" or hours to use his/her aircraft. The same logic applies for a CFI or anybody else who



Chuck Berkebile and family with Lumair Flying Club's Piper Turbo Saratoga.

can provide a service that holds value to an aircraft owner.

Recently, I formed a flying club with a Galt tenant who owns a Piper Turbo Saratoga. As the only flying club in McHenry county based at Galt, Lumair Flying Club is currently looking for people who want to be a part of the solution to be proactive in saving Galt airport and building a stronger general aviation presence.

I encourage anyone who would like to have the freedom to fly a high-performance aircraft at affordable rates to please check out the Lumair Flying Club web site online at www.lumairflyingclub.com.

Chuck Berkebile soloed at the age of 16 and has been flying for the last 25 years. He has a civilian background in flight instruction, part 135 freight, and commuter airline experience. He currently flies the B-757/B-767 for American Airlines.



The very luxurious and well-equipped Piper Turbo Saratoga.

LUMAIR FLYING CLUB

Piper Turbo Saratoga - 150 kt. Cruise
- 6 passenger capability - turbo-charger performance - current charts included - no overnight fees - IFR GPS - leather club seating - air conditioned cabin - attractive block hour rates - hangared at Galt Airport (10C).

Visit www.lumairflyingclub.com for more information. Contact Chuck Berkebile, ATP, CFII at (815) 814-9582 or cdmd80@ameritech.net.

“Gander, Gander, Gander...”

By Captain Jeff Hill, Sr.

On a wintry day early in 1964, a bus arrived at 1307 Baltimore St. and boarded TWA's new hire Class 64-4 for a field trip to Olathe, KS. The purpose was to visit the Kansas City Air Route Traffic Control Center (ARTCC) for an introduction and orientation to the, then new, *radar environment* in which we were soon to operate.

It was dark in there! Clean-shaven controllers wore white shirts and ties and I don't recall seeing any women peering into the dim monochrome CRTs. The radar's sweep would revive the fading blips with each slow revolution. The facility computer was the size of a boxcar and had to be air conditioned to cool its many vacuum tubes and mechanical relays. It likely wasn't superior to (or even equal to) the bargain basement desktop PC that I am typing this on!

Until this summer, I hadn't been to an ARTC since. Any TWA pilot that flew international out of JFK spent many hours over the Canadian Maritimes and exchanged many messages with Gander Center/Radio. I used to look down on that lovely wilderness and I would promise myself that someday I would visit

there and this past August I finally made good on that promise.

Sharon and I boarded an AA MD-80 at ORD bound for Toronto, then an Air Canada A-320 non-stop flight to St. John's, NL. (NL is for Newfoundland & Labrador, a single Province

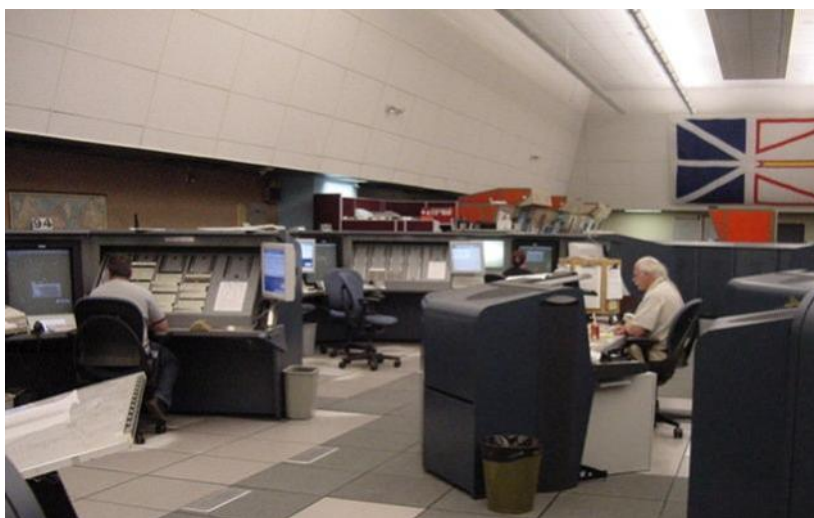
since 1949.)

St. John's is nice. We arrived the day before the "Royal St. John's Regatta," their big summer festival held



St. John's Harbor, Newfoundland & Labrador, Canada.

on the first fine Wednesday in August. It would take at least a major earthquake to make the first Wednesday in August anything other than "fine" in a city with an average annual rainfall of 58 inches.



Gander ARTCC. Photo by Jeff Hill, Sr.

St John's, one of the oldest (and easternmost) communities in North America, is a city with a metropolitan area of around 175,000. It's the seat of the Provincial Government and its largest city. Its importance as a shipping center has waned due to modern

technology. Alas, cod fishing is a thing of the past – the cod having been over fished nearly to extinction.

After an enjoyable couple of days in St. John's, we drove a rental car to Gander. (Gander is a hard place to get to as a "non-rev".) The Trans Canada Highway begins in St. John's and five-hours of easy driving got us to Gander. We had called the Center a couple of days before to make sure we would be expected. Mr. Don O'Brien, a supervisor on duty greeted us. Don and the shift manager, Mr. Harold O'Rielly, turned out to be most gracious hosts – we had planned to visit for about an hour but wound up spending most of the afternoon!

The first thing I noticed was, in contrast to my visit to Kansas City Center 40 years earlier, the rooms were spacious and brightly lit, like offices or classrooms. The dress code now is extremely casual and the female gender is well represented. The radar-scopes are gone, replaced with large, 2' X 2' flat screen LCD color monitors. The facility is divided into three sections: Gander ARTCC works the radar environment from its western boundaries with Moncton and Montreal Centers, eastward to Fifty Degrees West. Gan-

der Oceanic Control owns the airspace from Fifty Degrees West to Thirty Degrees West where it abuts Shanwick Oceanic Control. The southern boundary is at Forty Five Degrees

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North where New York and Santa Maria take over. The third section is the Gander International Flight Service Station, or "Gander Radio".

International airline pilots may recall that when we spoke with Gander Radio we were not talking to the controllers. But rather to radio operators who relayed messages to the controllers. This is still the case, although the data link (ACARS) is rapidly replacing voice communications. Currently, about one third of flights are reporting and receiving clearances via data links. The radio operator's positions will be phased out within the next ten years.

Does anyone remember the nights when the HF was virtually unusable? (When that happened. The Loran A usually wasn't much better.) There was plenty of yelling, "Gander, Gander, Gander, TWA so-and-so, over." We usually found someone to relay for us, another aircraft, or maybe Shanwick or New York – forget Santa Maria. Once I got Houston to relay a message, and believe it or not, another time, Karachi! Such are the mysteries of radio wave propagation. When the 747 brought us INS and upper side band it was a much welcome improvement over HF Radio ' and Doppler/Loran Navigation.

The controller on the right is working an oceanic sector. The large monitor in front of him shows the "big picture". Upper center is Greenland and upper right is Iceland. On the left side are Labrador, Newfoundland and the oceanic entry and exit fixes. Notice that the tracks (westbound. as we were there in the early afternoon) are pretty far north...three are over Greenland. This was due to a strong West to East jet stream between 500-550 North. This monitor does *everything*: the controller can zoom in or out, show the past,



A controller working at ARTCC in Gander, Canada. Photo by Jeff Hill, Sr.

present or project the future. He can have a 'picture within a picture' as can be seen in the lower center – just like the new big flat screen TVs. He can call up text such as the procedures manual, communications data, etc., on other screens.

Although this is a non-radar environment, the monitor looks like a radar screen because the computer moves the "targets" according to flight plan information that is confirmed or corrected with each position report. And there are plenty of targets – 300 to 400 flights a day in each direction, nowadays!

Notice the stack of "strips" to the controller's right...one strip for each flight he is working. The strips are organized according to flight levels. If the "gee whiz" electronics poop out, it's back to pre-radar ATC. A demonstration of this convinced me that a great effort is required to look at these strips and visualize the actual situation, kind of like flying a back course approach on needle, ball and air-speed. *Can Air India have FL 380?* The answer to that question requires the kind of analytical thought, visualization and "thinking ahead" used by

good chess players.

Oh, and by the way, FL 380 could be available these days, as they are now using 1000' vertical separation above FL 290 in MNPS airspace.

After the tour, Don drove us over to the terminal and there we went up to see the tower. One young fellow was manning all positions. Not much action at YQX these days. The only planes on the ramp were a "plain wrapper" 747-cargo plane with no company markings and a transient flight of Indian Air Force Jaguars with their Russian-made tanker escorts.



A "young fellow" manning the tower at YQX. Photo by Jeff Hill, Sr.

Gander is a nice little town with a population of about 10,000. There are

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two topics of conversation that will inevitably come up in Gander: the crash of the Arrow Air DC-8 in 1985 (Canada's worst air disaster with 256 dead – U.S. soldiers returning from the Middle East) and 9/11 when Gander became the surprised host of forty some international flights ordered to hold short of the U.S. Thousands of bewildered travelers were put up in churches, gyms, public buildings, etc. Not only that, but flights on the North Atlantic that hadn't yet reached 30° West were ordered to reverse course and return to Europe. Can you imagine? Do you remember the diversion procedure; ninety degrees off track for 30 NM then parallel track with a 30 NM offset. What a circus that must have been!



The busiest Gander Airport has ever been; diverted airplanes everywhere on 9/11/2001. Internet photo.

Back in St. John's, we had trouble getting on a Toronto flight with our ID90s, so we decided to get on the first available westbound, which happened to be going to Halifax. Never having been there, we decided to spend a couple of nights.

Halifax, another pretty port city, is a good-sized town; the metropolitan area has about half a million residents. We loved the *Maritime Museum*

of the Atlantic. It has a neat exhibit on Sable Island. Being right in the middle of the shipping lanes, Sable Island has had two hundred forty some ships wrecked on it, the last in 1947. It used to have manned lighthouses and life-saving stations, but the lighthouses are now automated and the lifesavers, which rescued many, are no longer needed thanks to the certainty (?) of modern navigation.

Like Gander, Halifax has two tales to tell: the well-known story of the recovery of the *Titanic* victims and the lesser-known one of the great Halifax explosion. The explosion, Canada's worst disaster, happened on the morning of Dec. 6, 1917, during WW I. One of the ships gathering in the harbor to form a convoy to England was the French vessel *Mount*

Blanc, which carried 240 tons of TNT and other explosives. It collided with the *Imo*, which ironically, was loaded with relief supplies destined for Belgium. The *Mount Blanc* caught fire. Dockworkers, children on their way to school and area residents, unaware of their

peril, crowded the waterfront to watch. When *Mount Blanc* finally blew, it killed 1,650 outright and seriously wounded over 9,000. It created a tidal wave that sank seven ships in the harbor.

The "earthquake" that followed the explosion upset coal stoves in kitchens and halls and when the fires started in those damaged structures reached the winter stores of coal and

coke in their basements they burned for a week. The day after the explosion, a blizzard brought sixteen inches of snow, adding further to the chaos.

It is a real horror story, the biggest manmade explosion until the atomic age.

Halifax's role in the aftermath of the sinking of the *Titanic* is the other story. The nearby *Carpathia* picked up the living survivors from *Titanic* within hours and sailed on to New York. Three ships were dispatched from Halifax to make a further search of the area. Passengers and crew from the *Titanic* that did not make it to lifeboats, but entered those icy waters in life jackets probably died within an hour in the near freezing water, but they did remain afloat. Over 300 bodies were recovered and brought to Halifax, some as much as a month after the fact. Many of these dead were not claimed for one reason or another and are buried in three different Halifax cemeteries. The graves of victims of the great explosion are scattered throughout all the city's cemeteries. We spent two days in Montreal on the way home from Halifax. It was another new city to us, rich in history and surely the most "European" of all large North American cities. Maybe we'll call there again when we fly up the St. Lawrence with the "70 Knotters" in '05.

Jeff Hill, Sr. is a retired TWA Captain, long time EAA member and a former editor of Galt Traffic. He currently enjoys flying his Aeronca L-3 (N48118, Army Air Corps Serial Number 236317). Jeff is also the Editor of TARPA Topics, the newsletter for active and retired TWA crew members.

This article is from 2004 and originally appeared in TARPA Topics. Reprinted with kind permission.

Flying on Fumes

By Captain Eric Rehm

My wife Beth and I were flying to Mackinac Island last September on what has become an annual pilgrimage in a rented Piper Archer. We had flown the aircraft several times before and it has proven itself a reliable transport but we had never flown it on a long cross country before.

Our route took us from Dupage (DPA) direct to Green Bay (GRB) and then around the Upper Peninsula of Michigan's coastline to St. Ignace (83D). We had a headwind, so the enroute time was planned at three and a half hours which turned out to be accurate.

The Archer holds 48 gallons of fuel and in cruise is supposed to burn 10 gallons an hour. This should theoretically have given us 4.8 hours of endurance, plenty of time to make it to our destination, have the FAA required 30-minute VFR reserve plus some extra. As we passed Green Bay and then Escanaba Michigan, I started to get a little nervous about our fuel situation.

The fuel gauges were showing lower than I thought they should. I know older GA aircraft fuel gauges are notoriously unreliable but they were all that I had to go on and they showed full with topped off tanks when we left. We were about 15 minutes south west of Schoolcraft (ISQ) with still another 30 or so minutes to go to 83D and I felt we had to make a decision since there was no airport between ISQ and 83D and a whole lot of forest.

I don't know if Beth was thinking the same thing but I looked over at her and asked if she thought we should land at ISQ for fuel and she didn't hesitate saying yes.

We had a relatively uneventful landing at ISQ (I'll save that story for another time) and the friendly line guy topped us off with 100LL. We did some quick calculations and discovered we were not burning 10 gallons an hour but 13.5 gallons an hour.

Now before you ask, yes, the engine was properly leaned per the POH and the aircraft does have a functioning EGT gauge. Also, we only climbed to 3500 feet to stay out of higher headwinds so we didn't burn a lot of fuel in the climb. Three and a half gallons of fuel per hour may not sound like much but over the course of a 3.5 hour flight we were to burn almost 12 gallons of extra fuel!

There went our FAA mandated 30-minute reserve and then some. We probably could have made it to 83D but we would have been running on fumes.

We stayed out of the headlines that day and I relearned a valuable lesson. You never really know how much fuel an aircraft will burn until you actually measure it for yourself. Don't blindly rely on what the POH says and always be skeptical of fuel gauges although on this aircraft they were pretty accurate. By the way, we measured the fuel burn on the way back as well and it was dead on at 13.5 gallons per hour.

As we were sipping drinks at the Bistro on the Greens at Mission Point Resort later that night, I reminisced about some other "fuel stories." Back in 1995 I was a flight instructor at a Part 61 school in Addison Texas, a suburb of Dallas. I had signed off one of my many students to do the same long solo cross country as I had them all do, Addison (ADS) our home air-

port, McAlester (MLC), Chickasha (CHK), and then back to ADS.

Back then a student had to fly a 300-mile cross country that landed at 3 airports and had 1 leg that was at least 150 miles. This cross country met those specifications exactly.

My student Dan was flying in the school's C-150. I knew from experience that this particular C-150 could make the trip with one tank of gas. The POH showed about 450 miles of endurance or 4.5 hours burning 5 gallons of fuel an hour with a 26 gallon tank, 22.3 gallons usable for what should be just over a 3 hour trip.

I always told my students to fuel up at one of their required stops if they had the time and if fuel was available which was not always the case. This particular student, Dan, had 3.8 hours of cross country time to finish to satisfy the FAA regulations. Back then you had to have 10 hours solo cross country time. This was a bit more time than the cross country would probably take so not wanting Dan to have to fly an extra cross country and waste his money, I told him to put at least 3.8 hours on the Hobbs meter and that on his way back if he needed a bit more enroute time he should stop at Denton (DTO) an airport directly on his route back and an airport I had signed him off to solo repeatedly and do some touch and gos. I also told him that if he did that to definitely fuel up at DTO as I knew there was a 24 FBO and after doing some touch and gos he could be eating into his VFR reserve.

Dan got back on time with exactly 3.8 hours on the Hobbs and handed me a fuel receipt from Denton that

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showed 25 gallons of fuel pumped into the tanks.

I was flabbergasted!

How could that even happen? Even with 3.8 hours on the Hobbs he still should have had at least 7 gallons of gas in the tanks. I sat Dan down and asked him what had happened. He said he got bored flying over the flat Texas landscape on his last leg and every time he flew over an airport he descended to have a look and did a touch and go there, climbed back up to his cruising altitude and carried on until he saw another airport. Needless to say there are a lot of airports in Northern Texas.

With visions of a gleeful FAA inspector ripping up my CFII certificate playing before my eyes, I asked Dan if he understood that I had only signed him off to fly to and land at MLC and CHK that day in addition to his home airport ADS and DTO? And that didn't he understand that he was burning much more fuel than planned when he was constantly climbing back up to attitude at full power? And how in the world had the engine kept running when he had used up all the usable fuel in the airplane?

He was pretty quiet in his answers but I knew he knew he screwed up. Finally I asked him what possessed him to get fuel at DTO and he said, "because you told me to." Well at least he did something I told him to that day because if he hadn't, he would have run out of fuel over Lake Lewisville on his way back from DTO to ADS and ended up swimming.

I reluctantly let Dan know that he may not be flying at the flight school much longer if the owner looked too hard at the fuel receipt and I wondered if I would still have a job if he did. Fortunately my boss, who was the owner of the flight school and of

that particular aircraft didn't notice and Dan went on to get his Private Pilot license and I stayed gainfully employed.

I always thought of Dan as one of my best students, very conscientious, not easily rattled and always cognizant and respectful of the FARs and rules of the flight school but for what ever reason that day was not one of his best as a fledgling aviator. I think he learned from that experience and I know I did.

After that I always made doubly sure that students knew exactly what I was signing them off for and they were not to deviate from that except in the case of an emergency and I always made sure they fueled up once during a long cross country just in case.

Now this next story I was not a part of and only heard about second or third hand in the cockpit of a SAAB 340 at my first airline (which is now defunct) so I can not attest to its validity. But even if it didn't happen and I personally think it probably did, it's still a good cautionary tale.

As the story goes two intrepid aviators, Captain and First Officer were flying a multi-leg day and had just landed at an outstation from their home hub airport. There they unloaded their passengers and bags and then loaded up with new passengers, their bags and fuel for the leg back to their home airport or so they thought.

While flying blissfully at their cruise altitude their day was rudely interrupted by both left and right low fuel lights coming on. Both pilots using their extensive systems knowledge came to the conclusion that they must have an erroneous indication and thus called company maintenance on the air to air frequency to let them know they had a mechanical

discrepancy that would need to be looked at when they landed.

Luckily for them the mechanic decided to dig a little deeper and asked how much fuel they had on-board. Only then did the crew look at the fuel gauges and realize that one, the low fuel warning lights were correct, two, they had not been fueled at the outstation like they thought they had and three, they had about 20 minutes of fuel remaining until they flamed out both engines, becoming a 28000 pound glider.

They quickly made an unscheduled fuel stop and I am sure an unscheduled trip to see the Chief Pilot as well.

Somehow both pilots despite following checklists that had them both verify that enough fuel was onboard missed the fact that they indeed had never been fueled and did not have enough fuel to get to their destination. It just goes to show that even a seasoned well trained airline crew can make mistakes with fuel calculations. If they can, then surely we in the GA world can as well.

I am sure I had a point to all this "hangar talk" about fuel issues but it escapes me now. Maybe something about how embarrassing it would be to run out of fuel.

Regardless, I seem to have run out of stories for now. Although there was that one time when Larry and I were flying over Lake Michigan...

Eric Rehm is the Assistant Chief Pilot for American Eagle Airlines at O'Hare and a Captain on the Embraer RJ145. He has been flying since he was fifteen, is a CFII and has accumulated over 6,600 flying hours. Despite not yet owning an airplane he spends all his spare time at Galt airport.



WNHS Aviation Club Update

By Dan Wallis, EAA 932/Woodstock
North High School Aviation Club
Coordinator

Project Thunderbird

Even though there have been setbacks with the balloon project, the club continues to make good progress in its endeavor to launch a weather balloon to 100,000 feet.

The objective sounds simple enough; Fill a balloon with helium, tie it to a parachute, tie the parachute to a box carrying cameras and let it go. Balloon goes up. Okay, the balloon goes *way* up, balloon bursts, parachute deploys and everything floats down nice and easy.

The balloon is the easy part. The hard part is finding it after the balloon and the parachute traverse the jet stream, not once, but twice (on the way up and on the way down) and could travel one hundred miles or more. In order to successfully find it not only do we need GPS to assist us, but the winds need to be in our favor as well.

Students have helped construct the payload box which will carry the precious cargo of two still cameras and at least one video camera into the icy coldness of space.

We are hoping that we will get some terrific photos and video of the curvature of the earth, cloud formations and the blackness of space.

We will be test dropping the parachute and payload from the Woodstock North High School roof on Tuesday, November 2nd at 3:30pm if all goes well. I am sure that it will be an interesting time, after all, I don't like heights.



McHenry High School student, Brittney Mierzwa helps construct the payload container for Project Thunderbird. Photo by Dan Wallis.

The new projected launch date is Saturday, November 12th.

If you are interested in helping with the launch and the recovery please contact me (Dan Wallis) at aviationclub@eaa932.org.

What's Next for the Students?

The next major project for the high school students will be building and flying radio controlled model airplanes.

In preparation for these activities we will hold two lecture/video presentations on the fundamentals of flight/how do planes fly for the students in December. These will be held at Galt on Saturday mornings, 12/03/11 and 12/17/11 from 9:00 to 11:00 a.m.

We will need volunteers to help teach the students the fine art of building model airplanes and the even finer art of putting them back together after they crash!

I know there are many of you out there who have experience in building and rebuilding models out of Styrofoam and hot glue or balsa wood.

Please contact Dan Wallis at aviationclub@eaa932.org if you are interested in helping.





Young Eagles Update

October 8th Young Eagles Event

On Saturday, October 8th, EAA Chapter 932 hosted a Young Eagles event for several Boy Scout Troops at Galt Airport.

Altogether we flew 22 Young Eagles and one adult orientation flight with pilots, **Larry Schubert, Dave Spitzbart, Tom Hoppe** and **Jeff Hill, Sr.** doing the honors. Special thanks also to the ground support volunteers; **Patrick Hoffman, Walt Weidig, and Dean Marcott.**

Boy Scouts Aviation Merit Badges

On Saturday, October 15th, **Bob Hart** had about 12 Boy Scouts out to Galt for a mini ground school and a tour of the maintenance shop as part of the activities required to complete their aviation merit badges.



Two excited boy scouts eagerly await their flight with Dave Spitzbart in his Cessna 172. Photo by Walt Weidig.



Several lucky Young Eagles got to fly with retired TWA Captain, Jeff Hill, Sr. in his beautifully restored Aeronca L-3. Jeff flies 'em "old school" off the grass runway with no radios! Photo by Walt Weidig.

Unfortunately, the winds were too strong to provide Young Eagles flights that day, so the flights were put off until Saturday, October 29th.

Dave Spitzbart, Shawn Gaya and **Bob Hart** flew eight Young Eagles on the morning of 10/29/11. Bob Hart is an Aviation Merit Badge Counselor for the Boy Scouts of America. A big "thank you" to all our volunteers for everything you do to support the Young Eagles.

What is EAA Young Eagles?

The EAA Young Eagles program was launched in 1992 to give interested young people, ages 8 to 17, an opportunity to go flying in a general aviation airplane. These flights are offered free of charge and are made possible through the generosity of EAA member volunteers.

Since 1992, over 1.6 million Young Eagles have enjoyed a flight in more than 90 countries and have been flown by approximately 42,000 volunteer pilots.

EAA Chapter 932 volunteer pilots have flown more than 1,500 Young Eagles from Galt Airport in a wide variety of airplanes from Piper Cubs to Cessna 172s and Boeing Stearmans.



Brian's Brainteaser

A monthly puzzle from Brian Spiro,
Director of Aircraft Maintenance,
Galt Airport.

This month Brian wants to test your knowledge of airline logos. Take a look at the numbered logo pictures on the right and see if you can match them to the correct airlines.

As usual, email your best guesses to Brian Spiro at maintenance@onezerocharlie.com by November 25th. The winner will be randomly selected from the correct (or mostly correct) answers received. The winner will receive a highly sought after item of Galt Gear.

Answer to the October puzzle:
Special thanks to **Jean Forni** for sending in the photo for last month's puzzle. It was the tower at Cancun Airport in Mexico and is often referred to by pilots as "Corona Tower!"

The winner of the October puzzle was Captain, **Arnie Quast**. Arnie and Jean each win a Galt Airport winter hat.

If you have an idea for a puzzle, we'd be happy to use it in the newsletter and if your puzzle is used we will also award you a prize! Please send your brainteaser ideas to Brian at maintenance@onezerocharlie.com.



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Delta
Oceanic
Japan Airlines
Alaska Airlines
Southwest
Korean Air
Swiss Air
Hawaiian Airlines

Continental
Thai Airways
Lufthansa
Mexicana
American Airlines
Qantas
United

EAA Chapter 932 News

Next Chapter Meeting Saturday, November 12

There are two important events happening at the next chapter meeting. The first is the elections for the President and Vice President positions. This is our chance to elect two key leaders to the chapter board of directors who will serve us for the next two years.

The second event is the launch of Project Thunderbird balloon into space. This promises to be one of the most exciting projects we have ever attempted!

New Chapter Members

Please welcome new member **Bruce Schottland** to chapter 932 and welcome back returning member

Shawn Gaya. Many of you will already know Bruce and Shawn as you will have seen them both flying their respective J-3 Cubs at Galt.

Complimentary EAA Trial Membership

If you are not currently a member of the Experimental Aircraft Association (EAA) and have not been a member in the last three years, we are excited to be able to offer you a free 6-month trial membership, courtesy of chapter 932.

You will receive the full set of member benefits for the six-month trial period, including a subscription to Sport Aviation, EAA's awesome monthly magazine. You will also receive a membership card and qualify

for member discounts on EAA merchandise and programs.

In addition, you also will be granted a complimentary chapter 932 membership for the same period.

If you are interested, or know someone else who might be interested, please contact Beth Rehm at vp@eaa932.org or Mike Evans at secretary@eaa932.org for details.

ANNOUNCEMENTS

Galt Flight School News

Congratulations to EAA Chapter 932 Secretary and Student Pilot **Mike Evans** on passing his Private Pilot checkride on October 29th.

IAC News

Congratulations to **Bill Marinangel** on achieving 6th place in the Sportsman Power category of the International Aerobatic Club (IAC) National Aerobatic Championships held at North Texas Regional (GYI) September 25 - 30. Bill flies a Laser 230, with the tail number N199J, which he keeps at Galt.

Next Breakfast Club Fly-Out

Saturday, November 19th, 8:00 am

Perkins Restaurant and Bakery
Watertown Municipal Airport, WI (RYV)

Or, if weather not good enough to fly we will drive to

Simple Café
Lake Geneva, WI

Sign Up at the Galt Airport FBO



EAA Chapter 932 is a local chapter of the Experimental Aircraft Association (EAA) based at Galt Airport (10C). We are a 501 (c)(3) corporation with tax exempt status and we are a registered charity in the State of Illinois. EAA (<http://www.eaa.org>) is an international organization of members with a wide range of aviation interests including vintage aircraft, aerobatics, warbirds and amateur builders.

Galt Traffic Classifieds

PIPER J-5A CUB CRUISER

GROUND-UP RESTORATION
COMPLETED NOVEMBER 2007

A/C manufactured April 1940; S/N 5-20; registration, N27053; TTAF 1382 hrs. Eng. C-85 with 0-200 STC; TT 791 hrs; 15 hrs SMOH; all eng. work done by FAA CRSs. Original paint scheme, orange with black arrow. Electrical system; starter, generator, battery, lights. All new cables, wiring and AN hardware throughout. Original instruments reconditioned and faces silk screened by Keystone of Lock Haven, PA. New Sensenich 76-2-AK metal prop. New Scott full swivel



tail wheel. New tires and tubes and Grove disc brakes. New exhaust system. New Slick magnetos and harness. Starter, generator and carburetor overhauled. Located at Galt Airport, Greenwood, IL (10C). Asking **\$58,000**.

Contact Jeff Hill at 815-338-3551 or JEFFRYHILL@SBCGLOBAL.NET

SCRAP METAL RECYCLING

Recycle your old appliances such as grills, water heaters, etc. and any other metal objects. Call Rafael Gonzalez at 815-354-2973 to arrange for collection.

T-HANGAR FOR RENT

T-hangar for rent at Galt Airport. \$300.00 per month. Heat and electricity possible. Contact Bill Laskey at 815 459 5084 or wlaskey@sbcglobal.net.

Please contact the Editor, Beth Rehm, at editor@caa932.org to place your advertisement in Galt Traffic.



NEW Dessert Pizzas
Chocolate Chip Cookie Dough, Cherry & Apple **\$6.95**

815-653-2400

We Accept 

Dine-in, Carry Out or Delivery. We Deliver to
Wonder Lake, Hebron & Richmond.

7613 Howe Road
Wonder Lake, Illinois
(One block West of Barnard Mill Road)

HOURS:
Sunday 12-10
Monday 3-10
Tuesday 3-10
Wednesday 3-10
Thursday 3-10
Friday 3-11
Saturday 12-11

DAILY PIZZA SPECIALS

MONDAY	\$6.75 12" PIZZA (one topping) Limit 4
TUESDAY	\$9.75 MEDIUM PIZZA (one topping) Limit 2
WEDNESDAY	\$15.99 2 SMALL PIZZAS (one topping)
THURSDAY	\$25.99 2 LG PIZZAS (one topping)
FRIDAY	\$5.00 OFF 2 XLG PIZZAS
SATURDAY	\$29.99 2 XLG PIZZAS (one topping)
SUNDAY	\$3.00 SMALL PIZZA WITH ANY XLG (small pizza-one topping) Limit 1

Monday Pizza Special Limit 4
Tuesday Thru Saturday Pizza Special: Limit 2.
Sunday Pizza Special: Limit 1.
Additional Pan Stuffed and Topping Charges Apply
NOT VALID WITH ANY OTHER OFFER

Having a Party?
Call us we can help!

Daily Dinner Specials

SUNDAY	Jumbo Shrimp & Ribs Combo .. 15.95
MONDAY	Tortellini Bake 7.95
TUESDAY	Cheese Ravioli with Meatballs... 7.95
	All you can Eat Pizza & Pasta Buffet in our Dining Room 7.95
WEDNESDAY	Lasagna with Italian Sausage ... 8.95
	All you can Eat Crab Legs in our Dining Room 24.95
THURSDAY	Chicken and Broccoli Linguini ... 7.95
FRIDAY	21 Piece Shrimp Basket 6.95
	All you can Eat Fish Fry or Chicken Strips in Our Dining Room..... 9.95
SATURDAY	BBQ Ribs 1/2 Slab 10.95
	Full Slab 15.95

OPEN
7
DAYS A WEEK



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Galt Airport/EAA 932 Calendar of Events

November 12	EAA 932 Chapter meeting 10:00 a.m. in the EAA Building, Galt Airport (10C)/Election.
November 19	Galt Breakfast Club Fly-out. Meet at 8:00 a.m. in the FBO if you are leaving from Galt.
November 19	WNHS Aviation Club Meeting, Galt Airport (10C) 9:00 - 11:00 a.m.
December 3	WNHS Aviation Club Meeting, Galt Airport (10C) 9:00 - 11:00 a.m.
December 17	WNHS Aviation Club Meeting, Galt Airport (10C) 9:00 - 11:00 a.m.
December 10	EAA 932 Chapter meeting 10:00 a.m. in the EAA Building, Galt Airport (10C).

See the EAA Chapter 932 Web Site at <http://www.eaa932.org> for a complete list of events for Galt Airport, FOG and EAA Chapter 932.

Other Aviation Events

November 5	Coffee Talk and Flight for Life Tour, Waukesha, WI (UES), 8 - 11 am.
November 10	EAA 252: Hands On Building Techniques Sampler, Sonex Aircraft, Oshkosh, (OSH), 6:30-8:00 p.m.
November 11	EAA 153: Law Enforcement in Aviation and How to Stay Out of Trouble. Schaumburg Airport (06C), 7:30 - 9:45 p.m.
November 13	Veterans Forum, Courtesy Aircraft, Rockford, IL (RFD) 11 - 4. (www.warbirdsquadron4.org)

Visit the EAA Calendar of Events page at www.eaa.org/calendar/ for a complete list of events for other EAA Chapters.

Free EAA Webinars

The EAA offers free webinars on a variety of topics, from building and restoring aircraft, to regulatory issues, to historical lessons, and everything in between. You can participate in the live sessions or watch later at your convenience. Visit the EAA Webinars webpage for the latest schedule and to register at http://www.oshkosh365.org/ok365_contentdetail.aspx?id=1258,

11/02/11, 7 PM	Gifts, Donations & Contributions to your Chapter: Handling Tax/Recordkeeping Requirements
11/03/11, 7 PM	Dealing with the Media - Dick Knapinski
11/09/11, 8 PM	All About Annuals (AMT Credit) - Mike Busch
11/10/11, 7 PM	The Rans S-7 Courier - Randy Schlitter
11/16/11, 7 PM	First Flight - John White
11/17/11, 7 PM	Options for Building a Supercub - Bill Rusk
11/22/11, 7 PM	Building a Canadian Amateur Built Aircraft - Jack Dueck
11/29/11, 7 PM	Fifty Years of Fly Baby - Ron Wanttaja
12/07/11, 8 PM	The EGT Myth (AMT Credit) - Mike Busch
01/04/12, 8 PM	All About Magnetos (AMT Credit) - Mike Busch

EAA Chapter 932 Officers and Directors

President: Greg Domski (847) 973-0621

Vice President: Beth Rehm (847) 530-8014 vp@eaa932.org

Secretary: Mike Evans (312) 445-8866 secretary@eaa932.org

Treasurer: Dean Marcott (815) 344-4709 deanmarcott@yahoo.com

Newsletter Editor: Beth Rehm (847) 458-0401 editor@eaa932.org

Webmaster: Mike Evans (312) 445-8866 webmaster@eaa932.org

Woodstock North High School EAA Aviation Club Coordinator: Dan Wallis (815) 451-6102 aviationclub@eaa932.org

Young Eagles Coordinator: Vacant.

Web Site: <http://www.eaa932.org>

Facebook: <http://www.facebook.com/pages/Galt-Airport-Young-Eagles/116543021696619>

Galt Airport Information



Galt Field Airport

5112 Greenwood Road
Greenwood
IL 60097

Airport Business Hours

8:00 a.m. to 5:00 p.m. Monday through Sunday (Winter hours starting October 3rd)

Airport Manager: Justin Cleland

Director of Aircraft Maintenance: Brian Spiro

FBO: (815) 648-2433 fbo@onezerocharlie.com

Office: (815) 648-2433 office@onezerocharlie.com

Maintenance: (815) 648-2642 maintenance@onezerocharlie.com

Flight School: flightschool@onezerocharlie.com

Line: line@onezerocharlie.com

Web Site: <http://www.galtairport.net>

Facebook: <http://www.facebook.com/GaltAirport>.



AVGAS

Galt Tenant Price

\$5.15
(includes tax)

This newsletter is published monthly and distributed via email to approximately 300 readers. Paper copies are also available in the FBO. Please contact the editor at editor@eaa932.org to be added to the email distribution list.